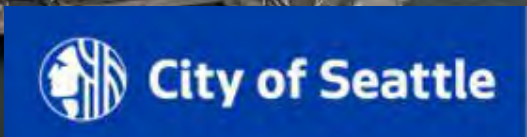




Washington State Transportation Commission
April 16, 2019



SR 99 Grand Opening February 2, 2019

- 29,000 run participants
- 71,000+ walked the viaduct and the new tunnel
- 12,000+ cyclists
- 400+ ribbon cutting participants



SR 99 tunnel is open to drivers

- Coordination with many agencies
- Feb. 4: Opened SR 99 tunnel
- Feb. 18: Opened northbound off-ramp to downtown and Alaskan Way
- Average of 71,000+ daily weekday drivers
- Still settling into new routes and new patterns
- Actively monitoring traffic conditions



#Realign99 closure and tunnel opening overview

- Three weeks for #Realign99 closure prior to tunnel opening.
- System affects:
 - ~90,000 viaduct drivers per day
 - Freight connections
 - 28,000+ transit users
- Call to action: To maintain mobility, the public needed to be informed and make a plan.
- Multi-agency effort to keep people and goods moving during the closure.



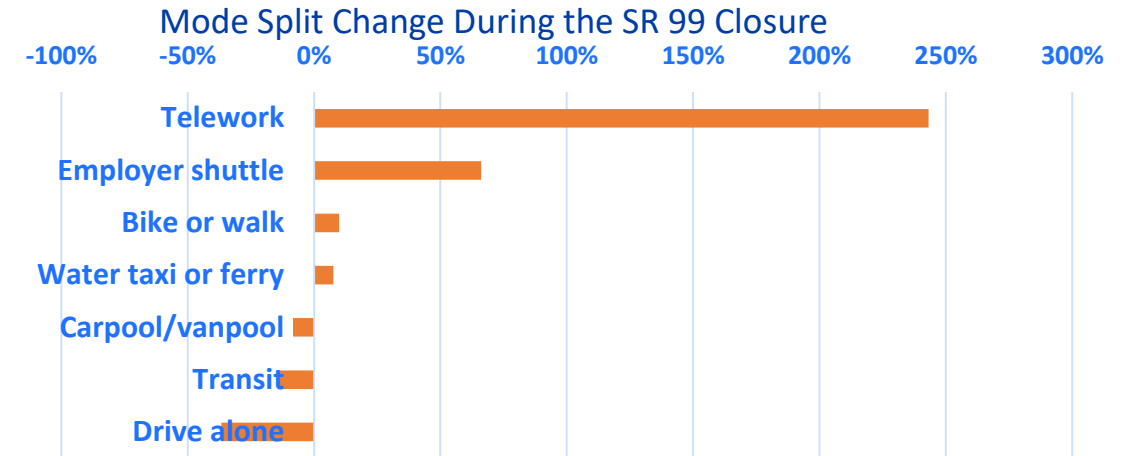
Goal 1: Maximize mobility, minimize congestion

- Partner with employers
- Reduce drive-alone trips; encourage alternate travel options
- First/last mile service to transit
- Proactively implemented transportation management strategies:
 - Transit priority routes
 - Signal changes
 - T46 early gate opening and freight outreach
 - Additional water taxi and shuttle service
 - 20 Metro standby coaches
 - Police officers at key intersections
 - Increased incident response



Goal 2: Encourage behavior change

- Ferries had more walk-on riders in weeks one and two
- Water Taxi ridership up 214%
- Bike ridership - 36% more rides on key routes
- Bikeshare ridership - increased by 67%
- Sound Transit Link light rail ridership up 14% over 2018
- King County Metro bus ridership remained stable, with notable increases in some areas including Water Taxi
- I-5 volumes were steady during the closure
- Regional volumes on SR 520, I-90, I-405 dropped initially, then returned to normal
- Fewer vehicles driving into downtown every day of the closure
- Telework played a big part in reduced volumes



Daily Center City Traffic During PVC vs. 2018 Baseline



Goal 3: Ensure strong interagency coordination

- Regular executive, management and staff planning meetings
- Daily and weekly interagency calls during the closure to coordinate in real-time
- Cohesive media presence, message, and strategy
- Briefed hundreds of community groups and elected officials



King County



SOUNDTRANSIT



City of Seattle

Goal 4: Use traffic data to guide solutions

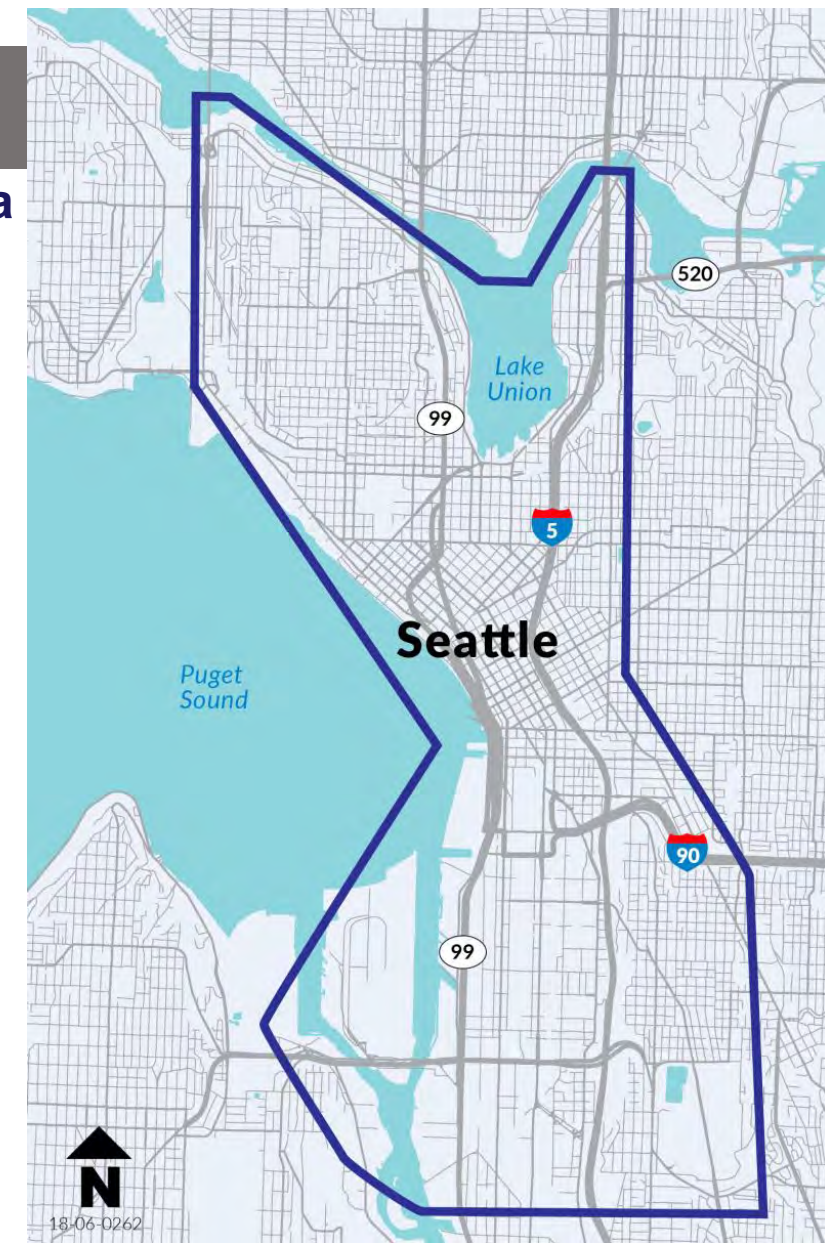
- Implemented temporary and permanent tactics
- Staffed the traffic and transit management centers 24/7
- Made 1,800 signal timing plans and thousands of real-time adjustments to signal timing
- Revoked more than 50 permits to maximize space for the traveling public



Performance Monitoring

Primary Monitoring Area

- Timeline
 - Baseline: Sept. – Oct. 2018
 - #Realign99: Jan. 11 – Feb. 3
 - Tunnel Open: Feb. 4 – Mar. 1
 - Start of Tolling: Late summer, TBD
- Data Collection
 - Collaboration with agency partners to gather, review, and share data
 - Tubes, Loops, Pucks, Bluetooth, GPS, Turnstiles, Cameras, Engineers, Technicians, and Interns
 - Cars, Trucks, Buses, Water Taxis, Ferries, Bikes, and Peds

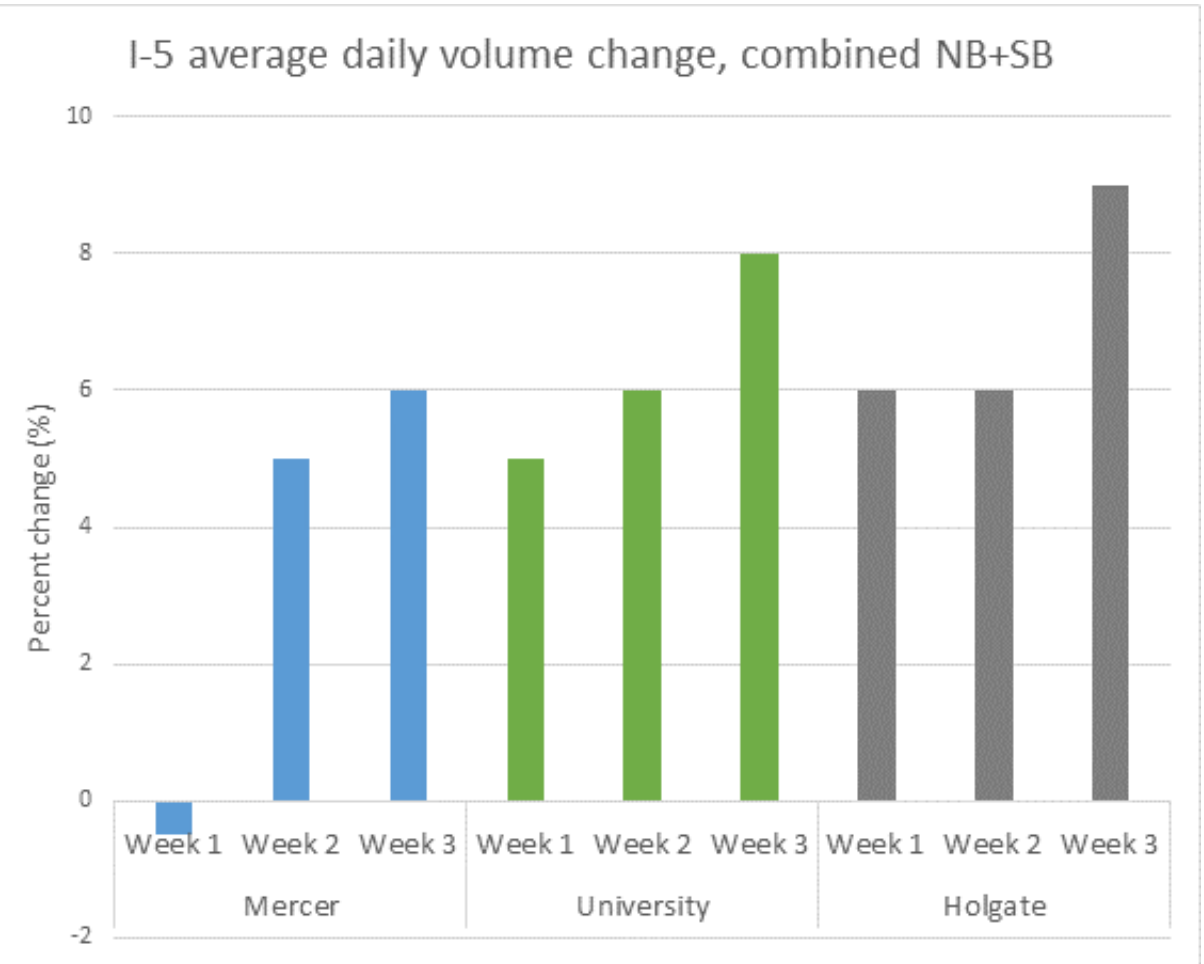


Performance Monitoring

#Realign99 Closure Trends (Jan. 11 – Feb. 3)

Roadway Volumes

- Regional: SR 520, I-90, I-405 all experienced decreases in daily volumes (1-6%)
- Into Seattle: I-5 volumes through Seattle increased weekly
- City: Arterial city streets experienced decreases in peak period volumes (4-13%)

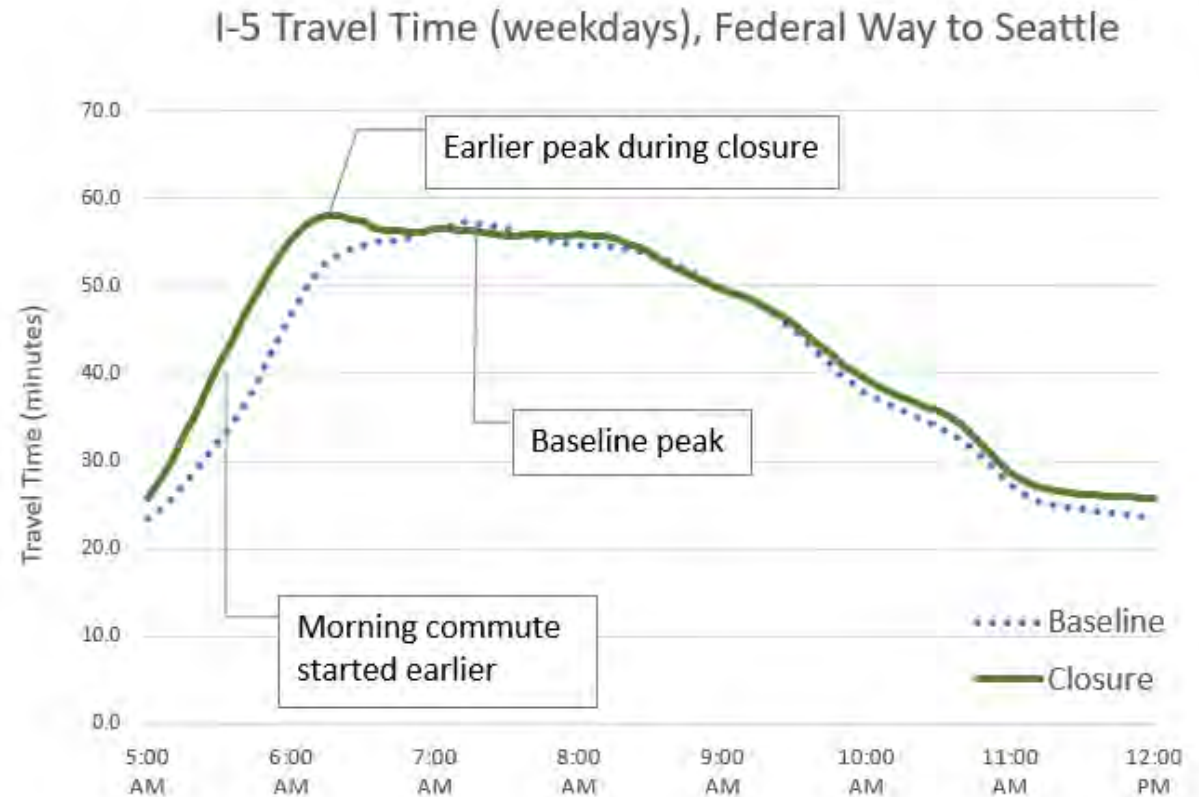


Performance Monitoring

#Realign99 Closure Trends (Jan. 11 - Feb. 3)

Travel Times

- Regional: SR 520, I-90, I-405 all experienced faster travel times
- Into Seattle: I-5 travel times were consistent, but started earlier
- City: Arterial city streets had steady travel times, except for the West Seattle Bridge (2-4 minute increases)

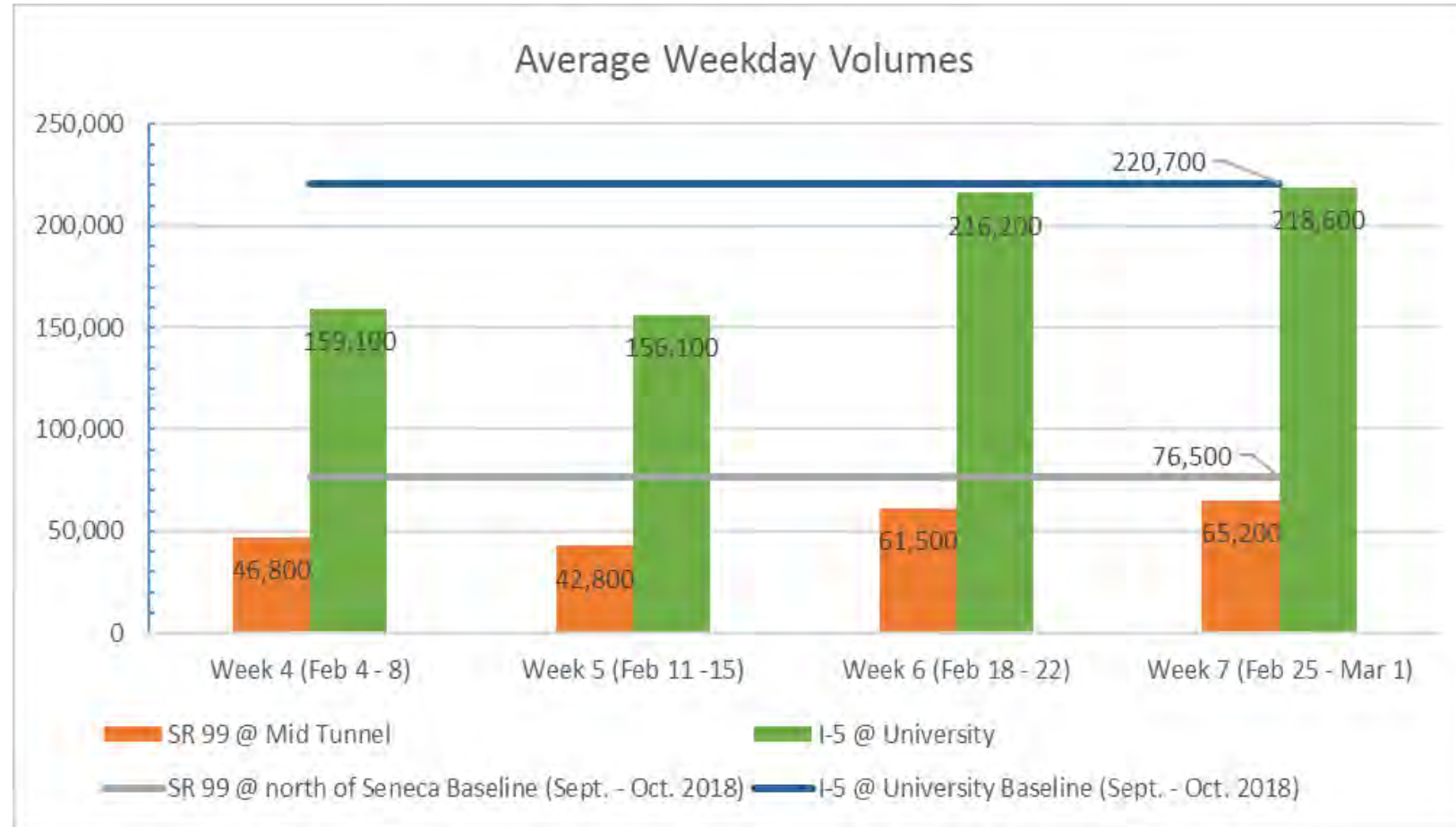


Performance Monitoring

Tunnel Open Trends (Feb. 4 - Mar. 1)

Roadway Volumes

- Regional: Snow! Volumes down 30% everywhere, then returning to normal
- Into Seattle: I-5 and SR 99 impacted by the snow, then trending to normal
- City: Reduced volume about 30% during the snow weeks, then similar to baseline levels

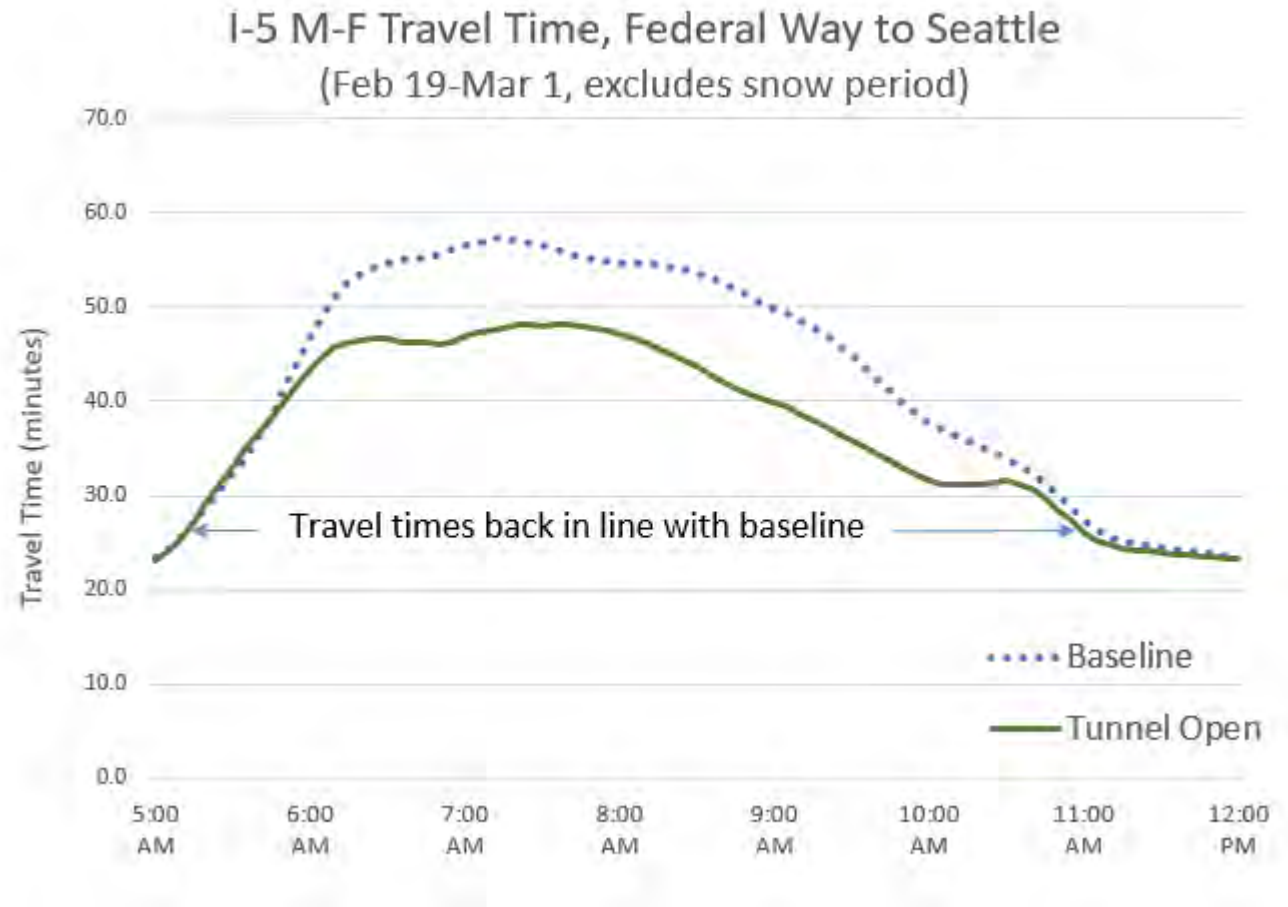


Performance Monitoring

Tunnel Open Trends (Feb. 4 - Mar. 1)

Travel Times

- Regional: Below baseline during snow period and winter break (light traffic); then trending to normal towards last week in March
- Into Seattle: I-5 travel times decreased with the snow, then trending to normal
- City: Surface streets experienced a mix of increases and decreases in travel time



Performance Monitoring

Summary

- Effective transportation demand management during the #Realign99 closure
- Local and regional mobility were preserved
- Snow events in early February became the focus at that time
- Drivers are adjusting to the tunnel
- SR 99 tunnel volumes are gradually increasing

Next Steps

- Quarterly Summary Report (Jan. – Mar. 2019) available this summer
- Next milestone for reporting – Tolling (Late summer, TBD)

How Metro kept people moving during the #Realign99 Closure



- **12** bus routes were rerouted off of the Viaduct, through SODO
- **20** buses on standby for deployment



- Added a **second Water Taxi boat**, **doubled customer shuttles**, added **250 parking spots** at Pier 2 in West Seattle



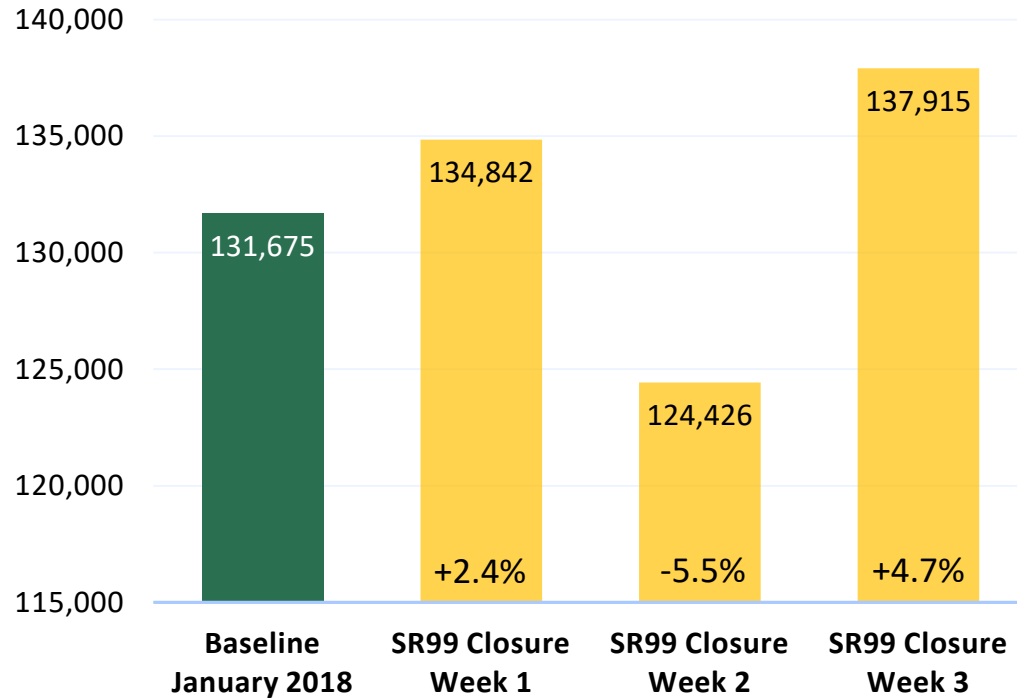
- **Metro service quality staff at SDOT Transit Operations Center** to address bottlenecks in real-time. Additional Metro staff and vehicles to assist with maintenance, operations, and service quality.



- Persistent **joint agency media** and **customer communications**

Metro bus and water taxi ridership by the numbers

Average Weekday Daily Ridership



* Ridership was sampled and estimated on 41 affected bus routes; includes West Seattle Water Taxi ridership



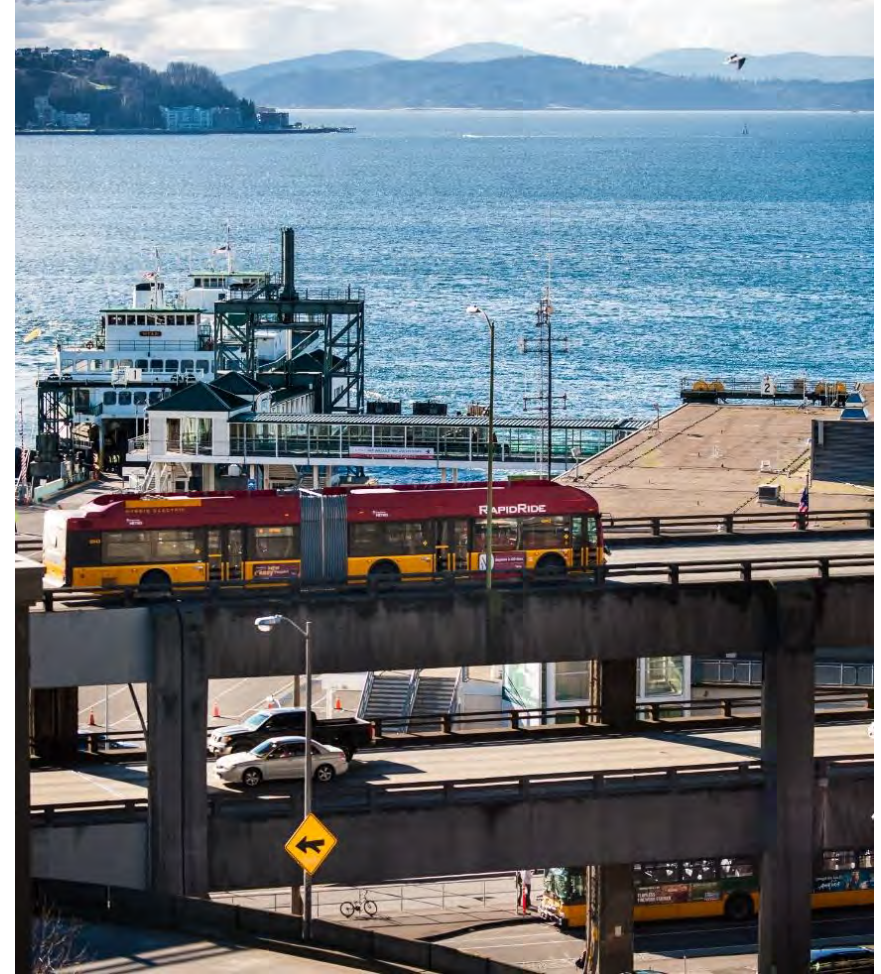
Standby buses carried **54,553** riders over **1,475** bus trips



West Seattle Water Taxi more than **tripled** overall ridership
30,915 riders **vs 9,826** in 2018

How did the #Realign99 closure go? What did we learn?

- ✓ Built on trusted partnerships with WSDOT, SDOT, Metro and Sound Transit – interagency communications and responsiveness resulted in real time problem solving.
- ✓ Transit priority measures by SDOT allowed more buses to travel to and through downtown (transit-only lanes, signal adjustments and pathways)
- ✓ Seattle Police Department assistance helped maintain transit-only lanes and prevent congestion at critical intersections.
- ✓ During the SR99 closure, with the help of our partners and the media, we were able to increase transit ridership across multiple weeks, reduce the number of cars on the road and increase bicycling.
- Transit delays due to BNSF train traffic in South Seattle provided daily commute challenges. Metro, SDOT, and WSDOT worked together to provide active service management that resulted in modified transit pathways.



Buses Out of Downtown Seattle Transit Tunnel

On March 23 - 830 buses serving seven routes said goodbye to the Downtown Seattle Transit Tunnel and are now operating exclusively on surface streets.



Tunnel routes and some surface street routes have shifted to new pathways on **2nd, 3rd, 4th, 5th and 6th Avenues**.

Current Tunnel and Surface Routes	Surface Street Pathway
Tunnel Route 41 (all-day)	3 rd Ave (SB and NB)
Tunnel Route 74 (peak only) Surface Routes: 76, 77, 301, 308, 316	2 nd Ave (SB) 5 th /6 th Ave (NB)
Tunnel Route 255 (all-day) Surface Routes: 252, 257, 311	5 th Ave (SB) 5 th /6 th Ave (NB)
Tunnel Route 101 (all-day)	2 nd Ave (SB) 4 th Ave (NB)
Tunnel Route 102 (peak service only)	
Tunnel Route 150 (all-day)	
Tunnel Route 550 (all-day) (Sound Transit)	

How did we keep customers moving?



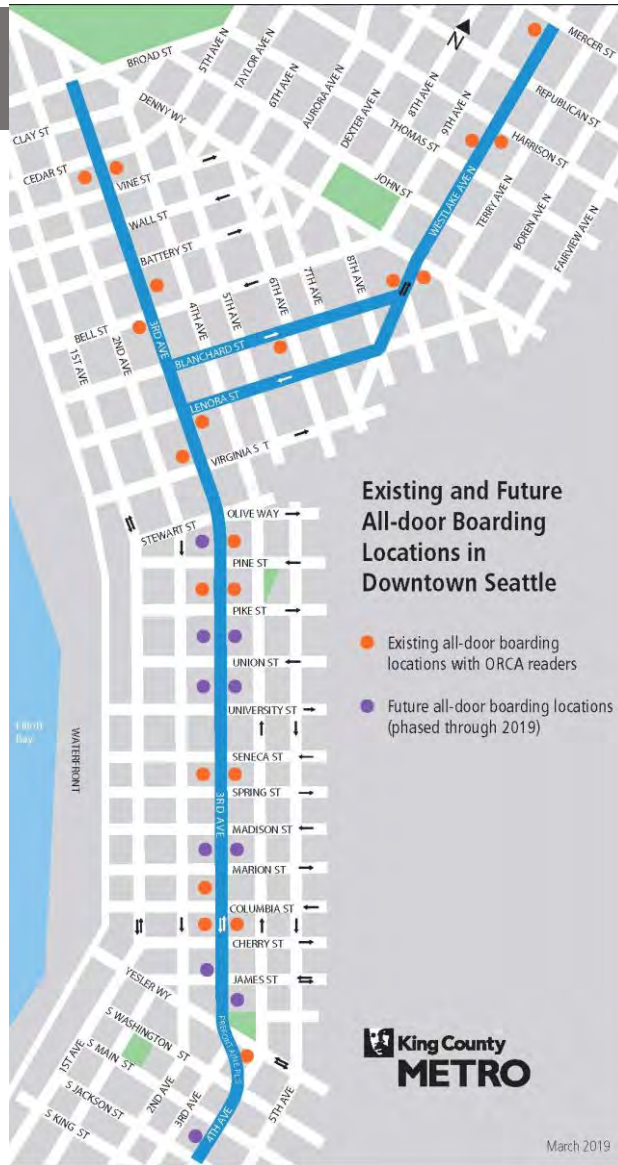
New pathways, capital improvements, and added service on routes with growing ridership demand

- Some surface street routes shifted to a **new transit-only pathway on 5th and 6th avenues** reducing the number of buses on 4th avenue.
- Capital improvements to pathways and bus stops through interagency partnerships.
- 3rd Avenue transit priority and all-door boarding.
- Additional trips on routes - **15, 40, 102, 106, 111, 120, 204, 312** - with growing ridership began on March 23 to maintain service quality and reliability.

3rd Avenue All-Door Boarding

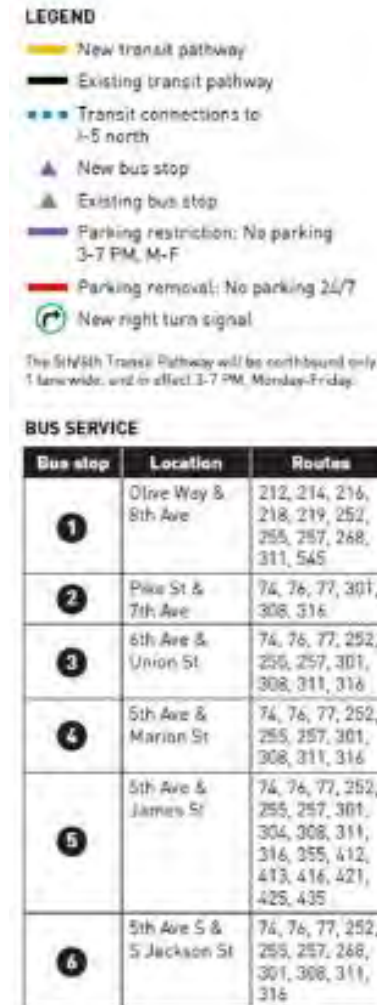
Similar to RapidRide routes, **Metro has expanded off board payment and all-door boarding to all 42 routes along 3rd Avenue** between Jackson and Denny Way and along the Westlake corridor through South Lake Union.

- ORCA readers are installed at 21 bus stops and will be installed at the remaining 10 bus stop locations using phased construction through 2019.
- Transit priority, a partnership with SDOT, reserves 3rd Avenue for buses and bikes from 6am-7pm every day.



5th/6th Transit Pathway

- New bus lane from Cherry to Olive
- Peak Period on 6th Ave: 3 pm to 7 pm
- Carries ~40 buses per peak hour
- Allows 4th Avenue to operate with fewer buses
- Adds resilience to the system
- Balances transit capacity on all available downtown transit pathways



Metro Communications

- ✓ **Media events** to highlight service changes
- ✓ Web, blog, social media, electronic notifications
- ✓ Rider and transit **alerts**
- ✓ **Rider events** to honor the DSTT moving to rail only
- ✓ Broad and **coordinated messaging** through universal graphics and language translations
- ✓ Stakeholder **outreach/briefings**
- ✓ **Printed materials**
- ✓ **Street teams** and ambassadors between 3/16 and 3/25
- ✓ **King County Metro Customer Service**
- ✓ Customized outreach messages to vulnerable communities
- ✓ [Downtown Seattle Accessibility Map](#)
- ✓ Kingcounty.gov/metro



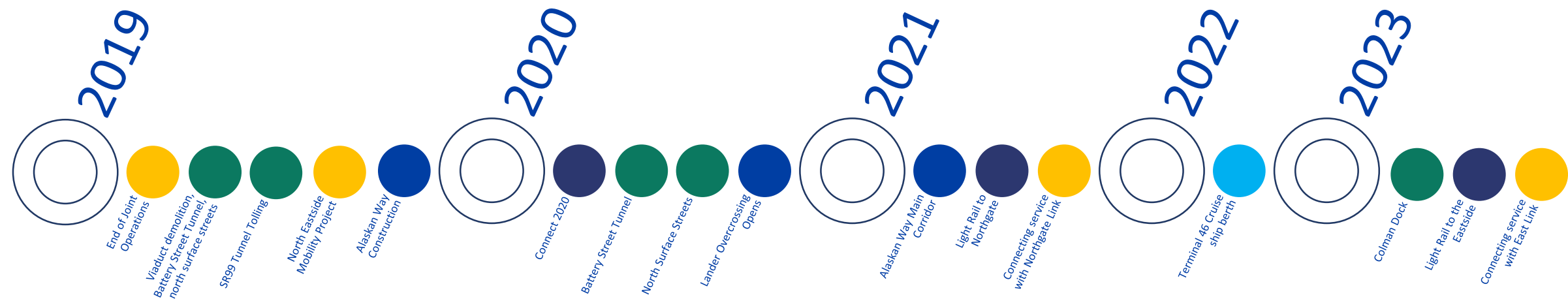
March Service Change



Riders are adapting to the new normal

- The March 23rd service change was successful **thanks to our partnerships with SDOT, WSDOT, and ST.**
- Daily interagency calls allowed Metro and partner agencies to successfully **coordinate efforts.**
- Metro and partner representatives **addressed issues in real time** from the SDOT Transit Operations Center.
- Metro continues to **monitor SR99 and March service change pathways** for route adjustments.
- Metro continues to **educate operators and riders** on all-door boarding on Third Avenue and Westlake.

What comes next?



Strategies to manage our transportation system and ROW



- Deploy Uniformed Police Officers to help the traveling public adjust to street and signal changes
- Conduct 24/7 transportation system performance monitoring and make real-time adjustments
- Communicate with technology providers about closures and reroutes that do not fit into real-time feeds
- Proactively manage construction project schedules to minimize impacts to downtown streets
- Pilot efforts to improve access for goods delivery and passenger pick-up/drop-offs

Invest in transit and expand access

- Partner with Metro to provide Via to Transit service to SE Seattle light rail stations - April 2019
- Add transit service through the Seattle Transportation Benefit District
- Create shared mobility hubs to improve first-mile/last-mile transfers
- Expand access to ORCA and ORCA Lift
- Make spot improvements to relieve transit congestion points



Reduce drive-alone trips downtown and communications



- Partner with major employers to promote and expand flexible work options
- Implement communications strategy to reduce drive-alone trips among small business employees
- Promote small businesses and alternative modes of transportation through Shop The Squeeze
- Maintain www.seattle.gov/traffic as a single source for Seattle Squeeze information
- Use translation, trusted community liaisons and ethnic media to expand access to information about traffic changes
- Coordinate communications with WSDOT, Metro, and Sound Transit

What comes next?

SR 99 Tunnel - Operations/Maintenance

- \$4.5 million/biennium funded by toll revenue
- 34 full-time employees
- Maintenance needs
 - Preserve and ensure a good asset life cycle cost
 - Keep warranties in place
- Regular maintenance closures
 - 12 full directional each year
 - Coordinated in advance



What comes next?

SR 99 Tunnel Tolling

- A variety of factors will determine when tolling starts including:
 - The need to test the toll equipment and systems.
 - The timing of Alaskan Way Viaduct demolition.
 - Transition to a new toll billing system, which is scheduled for mid-2019, and planned to occur prior to starting tolling on SR 99.
- Performance monitoring continues through the first year of tolling

THE NEXT GENERATION OF **Good To Go!**TM IS COMING



Q&A and Contact Information

King County Metro

Jeff Switzer – 206-477-3833

Torie Rynning – 206-263-3233

Kingcounty.gov/metro/servicechange

Alaskan Way Viaduct Replacement Program

24-hour construction hotline: 1-888-298-5463 (AWV-LINE)

viaduct@wsdot.wa.gov

www.alaskanwayviaduct.org

City of Seattle

206-684-ROAD

www.seattle.gov/traffic

WSDOT Toll Division

Tyler Patterson – 206-716-1134

99tunnel.com